

# **CULTURE, HOUSING AND TRANSPORTATION PORTFOLIO**

## **DECISION RECORD**

5<sup>th</sup> October 2005

### **Present:**

Councillor Robbie Payne (Culture, Housing and Transportation Portfolio Holder)

Officers: Mike Blair, Acting Transportation and Traffic Manager  
Angela Hunter, Principal Democratic Services Officer

### **Also Present:**

Mr and Mrs Young, Mrs Hornsey, Miss Coombe and Mr Coombe

A representative from the Hartlepool Mail was also present.

### **35. Kendal Road – Traffic Regulation Orders** (*Director of Neighbourhood Services*)

The Portfolio Holder declared an interest in the above item and deferred the decision to the next available meeting of the Cabinet.

### **36. Hart Lane Highway Improvement Scheme** (*Director of Neighbourhood Services*)

#### **Type of decision**

Non Key

#### **Purpose of report**

To outline the formal consultation undertaken in relation to the scheme and seek approval of the detailed scheme design.

#### **Issue(s) for consideration by Portfolio Holder**

The Portfolio Holder approved the development of the above scheme in June 2004 and requested that public consultation be carried out.

Three options were developed and these were detailed in the report and plans were attached by way of an appendix. Various methods of consultation had been used with a total of 100 responses received. The

majority of responses indicated that they were either in favour of the scheme as a whole with either option 3 or no preferred option. The views of the Hartside Gardens residents were paramount as they were affected by the delivery vehicles for the shopping parade. Of the 12 responses received from these residents, 10 were in favour of option 3. This option was therefore seen as the most popular option amongst those people who expressed a preference. The reasons people gave who were against the scheme were detailed in the report.

It was noted that the scheme would be funded through the Local Transport Plan and was hoped the scheme would commence in Spring 2006.

The Portfolio Holder agreed that option 3 was the most favoured option with all the residents consulted and he thanked the Neighbourhood Services Department for the comprehensive consultation undertaken.

### **Decision**

Option 3 was approved for implementation.

## **37. Winter Service Policies and Priorities** (*Director of Neighbourhood Services*)

### **Type of decision**

Key Decision – Test ii applies.

### **Purpose of report**

To set out the policies and priorities for delivering the Winter Service in Hartlepool.

### **Issue(s) for consideration by Portfolio Holder**

The report set out the legal duties and those placed on the Council by current good practice in respect to winter highway services. The report contained a policy statement on winter services and provided the details of how this would be delivered so that the Council discharged its legal duty.

The Council policy for winter maintenance was set out in the Local Transport Plan 2001-2006 and was attached by way of an Appendix. Consultation on the policy had taken place through the Neighbourhood Consultative Forums and the local press during August of this year.

The network priorities and route plans were detailed in the report and this was to be publicised by way of an official press release. All route plans were subjected to review at least annually. The following areas were also

detailed in the report:

- ? Hartlepool Borough Council and External Agency Relationships
- ? Decision and Management Information
- ? Winter Service Training and Development
- ? Performance Standards and Monitoring

The Portfolio requested that it was ensured that all salt bins provided by the Council be monitored regularly and filled up when necessary, especially over the Christmas period.

### **Decision**

The Policies and priorities were approved.

## **38. Request for the Provision of a New Bus Shelter on Owton Manor Lane** *(Director of Neighbourhood Services)*

### **Type of decision**

Non Key

### **Purpose of report**

To advise on the receipt of a request for the provision of a bus shelter on Owton Manor Lane in the vicinity of Crieff Walk and to seek approval to consult with those residents most likely to be affected by it.

### **Issue(s) for consideration by Portfolio Holder**

Due to recent improvement works and the reduction in width of the footway, the bus shelter had to be removed from the northern side of Owton Manor Lane and was due to be replaced with a cantilever shelter. A new lay-by had been constructed on the southern side of the road with the room available to provide an enclosed shelter.

As bus shelters were not popular with residents, consultation on this matter would generally result in objections. However, it was proposed to consult the residents directly affected at 75 to 85 Owton Manor Lane.

The costs of the installation of a shelter would be funded from existing revenue budgets and would cost in the region of £3,000.

The Portfolio Holder requested that the consultation be widened to include the properties from no 75 to 93.

## **Decision**

It was approved to consult the residents of 75 to 93 Owton Manor Lane on the provision of a bus shelter in the location requested.

### **39. Masefield Road – Traffic Calming Scheme** *(Director of Neighbourhood Services)*

#### **Type of decision**

Non Key

#### **Purpose of report**

To seek approval for the proposals to implement road safety measures in Masefield Road, and report on the consultation undertaken.

#### **Issue(s) for consideration by Portfolio Holder**

It was proposed to implement 20 mph zone on Masefield Road between Chesterton Road and Thackeray Road. As any 20mph zone was required to be self-enforcing by the Department of Transport, it was proposed to implement traffic calming measures consisting of a series of speed cushions. In addition, a No Waiting At Any Time restriction would be placed around the junctions which would be enforced by the Council under the decriminalisation of parking offences. A parking restriction was also proposed to be implemented between nos 30 and 36 Masefield Road to prevent parking between 8.00am-9.30am and 2.30pm-4.00pm. Consultation had taken place with residents, Ward Councillors and Rift House School and out of the 12 responses, 10 were in favour.

The cost of the scheme was estimated to be £10,000 and would be funded through the Hartlepool Transport Plan.

The Portfolio Holder had some concerns for the residents whose driveways would have the restriction that prevented parking at particular times of the day across their driveways. The Acting Transportation and Traffic Manager indicated that the situation would be monitored.

The Portfolio Holder agreed that the scheme would increase safety for children and parents crossing the roads and hoped that it would be the first of many across the town.

## **Decision**

The implementation of the scheme as detailed in Section 3 of the report was approved.

## **40. Kingsley Avenue – Road Safety Proposals** *(Director of Neighbourhood Services)*

### **Type of decision**

Non Key

### **Purpose of report**

To seek approval for the proposed road safety measures on Kingsley Avenue/Blakelock Road.

### **Issue(s) for consideration by Portfolio Holder**

Following the investigation into the fatal accident that occurred on Kingsley Avenue near the 6<sup>th</sup> Form College, an initial road safety scheme was drawn up. The Portfolio Holder had asked that the scheme be reconsidered with the possibility of the inclusion of physical traffic calming measures.

The Council's Traffic Liaison Group, local residents and the emergency services views were sought. As Kingsley Avenue/Blakelock Road was a main route for the blue light services they were wholly opposed to any physical measures on the roads due to the negative impact this would have on their response times. The local residents consulted were also opposed to any such physical measures but did indicate their support for camera enforcement to be introduced.

The casualty figures on the site had been investigated and they proved that the site would meet the criteria set for a designated mobile safety camera site. Surveys of the speed of traffic also justified a camera site.

It was proposed to include this road in the Safety Camera Partnership business case for the next financial year, although this would need approval from the Department for Transport. In the meantime however, under the Camera Partnership regulations, the Police were allowed to spend 15% of their enforcement time at complaint sites and this would be done on an ad-hoc basis.

The previous scheme would however, still be implemented near to the 6<sup>th</sup> Form College entrance with extra road marking and warning signs being erected at the junctions of Browning Avenue and Shrewsbury Street. Residents had also expressed concern at the speed at which motorists joined the road from the Oxford Road roundabout. It was therefore proposed to install a physical island at the point where Kingsley Avenue joins the roundabout to replace the existing ghost island.

The costs for the above would be borne by the Safety Camera Partnership and the Local Transport Plan.

The Portfolio Holder indicated that he was pleased that residents' views had been taken on board and thought this was an excellent scheme.

### **Decision**

The new camera site and associated road safety measures were approved.

## **41. Supported Bus Service Extensions Services 822 and 828** *(Director of Neighbourhood Services)*

### **Type of decision**

Non Key

### **Purpose of report**

To provide information to the Portfolio Holder on the costs and benefits of extending the existing supported bus services 822, 828 and to add a new journey on service 822.

### **Issue(s) for consideration by Portfolio Holder**

As a result of the revised Stagecoach bus timetables introduced in March 2005, the commercial bus service no 3 was revised which resulted in the loss of services operating along Huckelhoven Way. Concern had been expressed by Ward Councillors that the school pupils from the Burbank Street area did not have access to a local bus service to and from school, in particular those attending Brierton and English Martyrs. The existing supported bus services operating were detailed in the report and included the no 828, 822 and 829.

At the moment, children from the Burbank area had to walk to York Road in order to get the no 6 bus for both Brierton and English Martyrs schools.

Discussions had been held with Stagecoach to explore options to provide a bus service for pupils of both schools who live in the Burbank Area and following these discussions three options were proposed. They can be summarised as follows:

Option 1      A new service provided for children attending Brierton at 8.30am.

- Option 2      Extend the English Martyrs service to Huckelhoven Way after school.
- Option 3      A combination of both the above two options.

The Portfolio Holder requested that Stagecoach be approach with a view to reinstating the no 3 bus service in school time only with one bus on a morning and one in the afternoon. He also suggested that other bus operators should be consulted to check if they could provide this service.

### **Decision**

The Acting Transportation and Traffic Manager would approach Stagecoach with a view to the reinstatement of the no 3 bus service whilst consulting other bus operators to check if they could provide the service required.

## **42. Bus Service to Ryehill Gardens** (*Director of Neighbourhood Services*)

### **Type of decision**

Non Key

### **Purpose of report**

To seek approval for the change of route of the Council supported bus service 516 to operate via Ryehill Gardens.

### **Issue(s) for consideration by Portfolio Holder**

The only bus service that operated along Ryehill Gardens was the Leven Valley Council supported service 518 and this only operated in the evening Monday to Saturday. Local residents had campaigned for a return of a daytime service. Consultation had taken place with Stagecoach in respect of the possible diversion of the Council supported bus service 516 via Ryehill Gardens. A plan showing the existing and proposed route was presented at the meeting.

It was proposed that all 516 journeys would be diverted with the exception of the 8.03 service from Victoria Road as this provided a link for school pupils. To avoid confusion, this particular service would be re-numbered to 524.

Stagecoach had confirmed that the proposed alteration to the route would result in no additional cost as the mileage was virtually identical to the existing route.

The Portfolio Holder indicated that he was pleased that residents views had been taken on board and a solution found.

### **Decision**

It was approved that the Council supported bus service 516 be diverted via Ryehill Gardens, with the exception of the 8.03am journey from Hartlepool Town Centre which would be renumbered 524.

## **43. Middleton Road and Station Lane – Zebra Crossings** *(Director of Neighbourhood Services)*

### **Type of decision**

Non Key

### **Purpose of report**

To seek approval for the provision of zebra crossings in Middleton Road and Station Lane.

### **Issue(s) for consideration by Portfolio Holder**

#### **Middleton Road**

A request had been made by the Middleton Road Area Residents' Association for a zebra crossing facility close to the junction of Addison Road. Pedestrian surveys were undertaken which found that this location was a well used crossing point that would benefit from the installation of a controlled crossing. Consultation was undertaken and of the 54 properties consulted, 10 responses had been received with 6 in favour, 2 in favour but with a relocation suggested and 2 objecting to the crossing as they felt there was no need. The Acting Transportation and Traffic Manager added that this would provide a good link with Brougham and Dyke House Schools.

The suggested relocation was examined and it showed that this would prevent parking outside nos 52 and 54 through the required zone (zigzag) markings and as there was no alternative parking spaces for these properties it was likely to attract strong objections.

#### **Station Lane**

Local Ward Members and residents had requested the introduction of a pedestrian crossing on Station Lane in the vicinity of Glentower Grove.



Site surveys were carried out and the results indicated that a crossing could be justified. The crossing would be located between Glentower Grove and Gillpark Grove and sited centrally between the drive accesses to nos 86 and 88. Consultation had been undertaken with 20 households in the area and of the 14 responses, 11 were in favour with 3 objecting to the proposals and these objections were detailed in the report.

The Portfolio Holder had concerns about the residents who had driveways close to the proposed crossing. The Acting Transportation and Traffic Manager indicated that no objections had been received from these residents about parking outside, but about being able to access their driveways. The Portfolio Holder requested that this area be monitored to ensure that no problems were encountered with the residents accessing their driveways.

The Traffic Liaison Group were also consulted on both the above proposals and raised no objections.

The funding would be provided by the Local Transport Plan and the Neighbourhood Forums as part of a package of four, the other two for West View Road and York Road/Lowthian Road being approved previously.

### **Decision**

The provision of zebra crossings on Middleton Road and Station Lane be approved.

## **44. Greta Avenue – Petition for Yellow Lines** *(Director of Neighbourhood Services)*

### **Type of decision**

Non Key

### **Purpose of report**

To consider a petition (made available at the meeting) from residents of The Meadow, requesting a small section of double yellow lines around the junction with Greta Avenue.

### **Issue(s) for consideration by Portfolio Holder**

Residents of The Meadow had submitted a petition which raised concerns about vehicles parking close to the junction of The Meadow and Greta Avenue. A site visit had taken place and it was found that there were

vehicles causing visibility difficulties as well as problem for vehicles attempting to access the junction.

It was therefore proposed to place double yellow lines on both radii of the junction to prevent vehicles parking so close to it, a plan showing this was attached by way of an appendix. The residents of the corner properties would be advised of these proposals.

The cost of advertising and implementing the order would be met from the Council's traffic management budget.

### **Decision**

- ? The petition was received.
- ? The introduction of a Prohibition of Waiting Order was approved, due to the current lack of visibility and consequent risks to road safety.

## **45. York Road Highway Improvements** *(Director of Neighbourhood Services)*

### **Type of decision**

Non Key

### **Purpose of report**

To seek approval to consult on the proposed improvements of the footways and carriageway in that section of York Road from the junction of Park Road to the junction of Stockton Road.

### **Issue(s) for consideration by Portfolio Holder**

A scheme to improve the footways and carriageways on York Road from Victoria Road to Park Road was delivered in 2001 through the first Local Transport Plan (LTP) with a proposal to continue a programme of improvements in this area included in the second LTP.

The proposed improvements would be carried out in three phases and include the replacement of flagged footways, installation of bus lay-bys, improvements to street lighting and other street furniture, the installation of a pedestrian crossing facility and the provision of short stay car parking lay-bys. It was proposed to complete consultation by December 2005 with phase one of the scheme expected to commence in early summer 2006.

The report detailed the level of consultation to be undertaken and the Acting Transportation and Traffic Manager indicated that the results would

be, where appropriate, incorporated into a revised scheme design.

It was anticipated that a second report would be presented to the Portfolio Holder for approval of the final scheme. It was hoped that construction of the first phase would commence in July 2006 with completion anticipated by September 2006.

The costs of the consultation would be funded from the Local Transport Plan, with both the LTP and New Deal for Communities funding the approved works.

The Portfolio Holder requested that the Residents' Association for the Holt Street area be consulted and that a consultation event could be held at Richard Court as well at St George's Hall.

### **Decision**

The consultation on the proposed improvements for York Road from Park Road to the junction of Stockton Road be approved.

**J A BROWN**

**CHIEF SOLICITOR**

**PUBLICATION DATE: 13<sup>th</sup> October 2005**